

Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2705

Name: Loch Raven Rd. over Mine Fork Run

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u>X</u> A <u>X</u> B <u>X</u> C _____D Considerations: _____A _____B _____C _____D _____E _____F _____G _____None	
Comments: _____	
Reviewer, OPS: <u>Anne E. Bruder</u> Date: <u>3 April 2001</u>	
Reviewer, NR Program: <u>Peter E. Kurtze</u> Date: <u>3 April 2001</u>	

Aug

✓

1 Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number BA-2705

Name and SHA No. BC 6503

Location:

Street/Road Name and Number: Loch Raven Road over Minebank Run

City/Town: Vicinity

County: Baltimore

Ownership: State County X Municipal Other

This bridge projects over: Road Railway X Water Land

Is the bridge located within a designated district: yes X no

 NR listed district NR determined eligible district

 locally designated other

Name of District

Bridge Type:

 Timber Bridge

 Beam Bridge Truss-Covered Trestle

 Timber-and-Concrete

 Stone Arch

 Metal Truss

 Movable Bridge

 Swing

 Bascule Single Leaf Bascule Multiple Leaf

 Vertical Lift Retractable Pontoon

X Metal Girder

X Rolled Girder Rolled Girder Concrete Encased

 Plate Girder Plate Girder Concrete Encased

 Metal Suspension

 Metal Arch

- ☐ Metal Cantilever
- ☐ Concrete
 - ☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam
 - ☐ Rigid Frame
 - ☐ Other Type Name _____

Description:

Describe Setting:

Bridge Number BC6503 carries Loch Raven Road in a generally north-south direction over Minebank Run in Baltimore County, Maryland. The approach to the roadway is gently rising and has two lanes. The area around this bridge is rural and wooded. There are no structures in the vicinity of this bridge.

Describe Superstructure and Substructure:

Bridge Number BC6503 a single span structure, measuring 33 feet in total length. Bridge Number BC6503 is a concrete encased plate girder structure. The roadway width from curb to curb is 17 feet and the total deck width is 19.3 feet. There are no sidewalks on the bridge.

The superstructure is composed of a concrete encased steel plate girder deck. There is one span in the main bridge unit and no approach units. The span is 30 feet long. There are four stringers in the structure. The stringer spacing averages five feet. The floor system is composed of concrete cast-in-place with a bituminous surface. The joints are made of a preformed expansion material. There are three closed rectangular concrete parapets. There is little ornamentation. There are no historical plaques.

The substructure is composed of concrete and stone block full height abutments. The wing walls are also stone block. The piers and columns are also concrete. There is no ornamentation. There are no historical plaques.

The condition of this bridge is currently rated fair with some advanced section loss, deterioration, spalling and scour.

Discuss Major Alterations:

There have been several major alterations to this structure. These occurred in 1914 and at an unknown date. All structural elements of this bridge were built new in 1914. The roadway, deck and possibly other elements have been replaced since 1914. These records have not yet been identified.

History:

When Built: 1900 and reconstructed 1914

Why Built: Increased traffic density necessitated a structure with an increased load capacity.

Who Built: State Roads Commission

Why Altered:

Was this bridge built as part of an organized bridge building campaign:

Surveyor Analysis:

This bridge may have NR significance for association with:

☒ **A Events** ☐ **Person**

☒ **C Engineering/Architectural**

Was this bridge constructed in response to significant events in Maryland or local history:

Yes. The construction of Loch Raven Reservoir. This report found Maryland bridges to generally be in poor condition. Reforms were recommended to improve this problem. One of the solutions involved the use of modern steel girders to replace iron and timber bridges.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Yes. Bridge BC6503 had a significant impact on the Loch Raven Road area. The ability to access the markets and employment potential of Baltimore County would have been seriously limited to locals had this bridge not been built. The steady outward growth of Baltimore City necessitated the steady growth of a sufficient transportation network. The construction of bridge BC6503 would have been a significant part of this development. The neighborhoods of Loch Raven would have all been directly impacted.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

Yes. This is a handsome structure that sets off the area well. The Loch Raven Reservoir area is one of the older city built reservoirs and may be nominated. The loss of this bridge would detract from the area.

Is the bridge a significant example of its type?

Yes. This bridge is an unusual variation of a common type of metal girder bridge. Metal girder bridges were built prolifically in Maryland from the late nineteenth century to the present day. The simple yet elegant set this bridge apart from others of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Bridge Number BC6503 does retain important elements of its historical structural integrity. The primary character defining elements are its original concrete encased plate girders and stone block abutments.

The secondary character defining elements are the deck and floor systems.

The tertiary character defining elements are the parapet ornamentation which are original.

Should this bridge be given further study before significance analysis is made and Why?

Yes. Bridge BC6503 should be studied further to determine its eligibility for the National Register. A Significance analysis should be made following the National Register Criteria for Evaluation.

Under criteria A, Bridge BC6503 should be studied in the context of its historical significance. This bridge can be associated with the development of the Loch Raven Reservoir. Further study should be made to determine its significance to the pattern of events and trends toward urbanization and industrialization that are characterized by the era of its construction. A determination of the significance of its location should include the nature and origin of the property it is constructed on. This should include previous structures and the history of that area as a crossing.

Under criteria C, the distinctive characteristics of this bridge should be studied to include the type, period, and method of construction.

Under criteria D, the potential for information of Bridge BC6503 should be studied further. This structure was built during a period of intense urbanization and industrialization in Maryland and the country as a whole.

Bibliography:

Baltimore City Inspection and Bridge Files. Baltimore, Maryland.

Baltimore City Chief Engineer
1900-15 Annual Report of the Chief Engineer. Baltimore, Maryland.

Baltimore City Highways Engineer
1917-24 Annual Report of the Highways Engineer. Baltimore, Maryland.

Hopkins, G.M.
1977 Atlas of Baltimore, Maryland. Philadelphia, Pennsylvania.

Maryland Department of Transportation
1976 Bicentennial Byways: A Series of Articles on the Maryland Roads. Baltimore, Maryland.

Maryland Historic Trust
1970-95 Historic Resources Survey Form Files. Maryland Historical Trust Library. Crownsville, Maryland.

Spero, P.A.C. & Company, and Louis Berger & Associates
1994 Historic Bridges in Maryland: Historic Bridge Context. Baltimore, Maryland.

State Highway Administration
1993 Bridge Inventory. Baltimore, Maryland.

U.S. Department of the Interior
1990 National Register Bulletin Number 15. National Park Service. Washington D.C.

U.S. Department of Transportation
1991 Bridge Inspectors Manual. Federal Highway Administration. Washington D.C.

Surveyor:

Name: Andrew M. Watts **Date:** March 1996

Organization: State Highway Administration **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road, Brooklandville, MD 21022

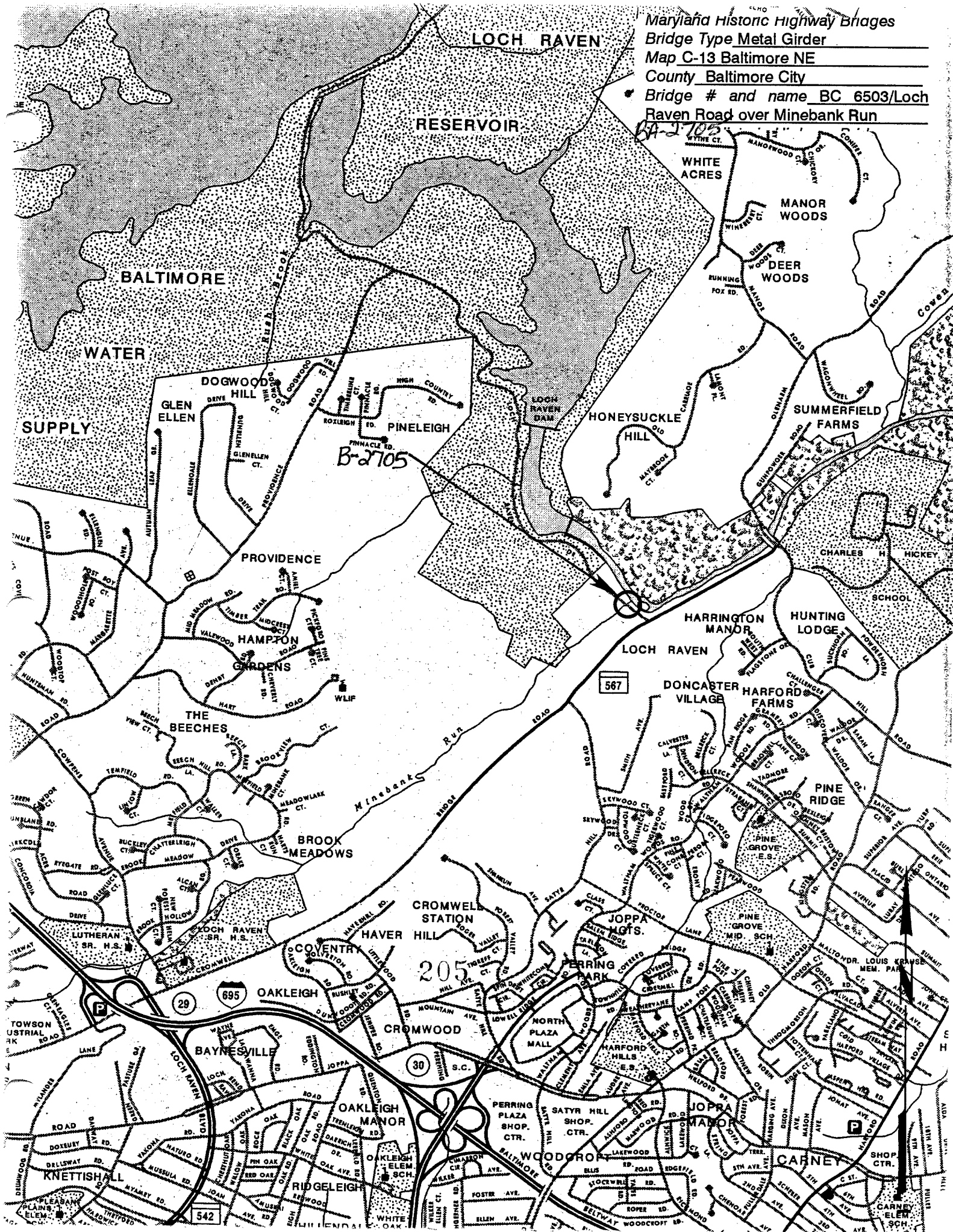
Maryland Historic Highway Bridges

Bridge Type Metal Girder

Map C-13 Baltimore NE

County Baltimore City

Bridge # and name BC 6503/Loch Raven Road over Minebank Run





Inventory # B-2705

Name 6503- LOCH RAVEN RD OVER MINEBANK RUN

County/State BALTIMORE CITY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING
SOUTHEAST

Number 1 ~~18~~ of ~~25~~ 4



Inventory # B-2705

Name LEO3-- LOCH RAVEN RD OVER MINEBANK RUN

County/State BALTIMORE CITY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING

NORTH WEST

2
Number 16 of 25 7



Inventory # B-2705

Name 6503-LOCH RAVEN RD OVER MINEBANK RUN

County/State BALTIMORE CITY MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SWA

Description NORTH ELEVATION LOOKING
SOUTHWEST

3
Number 17 of 25 4



Inventory # B-2705

Name 6503- LOCH RAVEN RD OVER MINEBANK RUN

County/State BALTIMORE CITY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION LOOKING
NORTH

Number 4 of 254